

The Conning Tower

Catullus at His Brother's Tomb

"Multa per gentes et multa per aequora vectus"

Through many lands, by many oceans tossed,
I come at last to this thy resting place,
That I may render to my brother lost.
This last sad tribute: round thy tomb I pace
And call; thine ashes mute make no reply.
Since cruel Fortune snatches thee away,
Dear brother mine, I can but moan and sigh.
Now, as our fathers did, one distant day,
I bring my gifts, with tears all wetted o'er,
Take them, all hail, farewell forevermore!

N.

Contributing bards who want to contribute to the American-Poets-Ambulances-in-Italy Fund may send their checks to Charles Hanson Towne, 25 West 44th Street, or Robert Underwood Johnson, 70 Fifth Avenue. In a world of noble causes, we know of none finer and more inspiring.

In order to give us a desired day off, to-morrow's Tower will be written by Mr. Witter Bynner, the w. k. bard.—Adv.

THE DIARY OF OUR OWN SAMUEL PEPYS

September 13—Will Moore to my house last night, and I took him in my petrol-wagon to the train for Washington, where he hath a task in the Bureau of Public Information. And riding back a young lad in the uniform of a naval reserve asked me for a ride, and he climbed in, saying how he did hate to ride in the subway, for which I did not blame him. And he told me how earlier in the evening he had been given a ride by Mr. Maurice V. Samuels the playwright, and I said, How did you know it was he? and he said, He told me. And he said, He wrote "The Wanderer," and was on his way this evening to read a play to Mr. Belasco. How did you know that, I asked. He told me that, too, quoth the lad. And what is your name? I asked the lad. Irving Nathan, quoth he. And I vowed Mr. Samuels ought to know the name of his passenger. Early up this morning, and H. Kellogg trounced me again, and I despair of ever beating him. To the office, and with James Wise and G. Milton Smith to luncheon, they being but school lads and desirous to see a print-shop, which I showed them. All day at work, and S. Adams in my office for more than an hour, which I enjoyed greatly, despite his wrong views on literary matters. Home to dinner, and Miss Blanche is come after, and I took her for a ride, my wife choosing to hazard her life with J. Wise in his new car.

14—Up very betimes, and to the office, where I hastened through my stint, in order to take train for Washington.

"I may never know the feeling of dizzy heights in a Liberty motor," confesses Hilary, "but I have known the Aeroplane Sensation in the volplaning ownership of seventy shares of Wright-Martin."

Prophecy is our middle name, and we forecast that most of the stories about the first game of the world series will contain the word "camouflage."

THE BLUE CANOE

Oh! the glad sea waves were singing me staves
Of a rollicking, rousing song;
And the whole world knew that I loved my Sue
Not for little, but ay, for long!

And the sea breeze blew and the seagulls flew,
And the ships sailed over the brine,
Happy were we by the side of the sea,
For the world and you were mine.

Along the shore, with its mystic lore
Of the things that the mermaids do,
I held your hand and you scattered the sand
With your neat little bathing shoe.

And the sun went down till his golden crown
Was just above the horizon—
When dash my scuppers! and blast my uppers!
What is this that I lay my eyes on?

Up from the sea, like a nautical flea,
Shoots a chap in a blue canoe;
And it comes to pass that he calls my lass
And she goes along with him, too!

So they sailed away with the fading day
And left me ashore and askew,
She deserted me for this insect flea
And his papier-mâché canoe!

Not that it mattered my dream was shattered—
'Twas the way it went up the flue—
'Twas an awful clout, the way I lost out
To a guy in a blue canoe!

EL TORO.

"In the International tennis matches now in progress on European courts," offers Will Lou, "there are no love games. And when it comes to catching submarines, the Allies are not very strong in the net attacks." Perhaps not; but they have a limitless supply of what rackets are strung with.

The news that Captain Celery, the Argentine naval attaché at Berlin, has been recalled, is taken in paraphrasing circles *cum grano salis*.

FROM THE MAN WHO BUNKED WITH FRECKLES

For years I've followed F. P. A.,
And as I read The Tower I smiled.
But to-day I lapped a lay
That made me riled.

The poem was Calverleyical;
On Pegasus its author rode.
But O! the rude ingratitude
Said author showed:

"I've lived alone the whole of summer—
To keep it up that's quite a while—
I've been my only cook and plumber
In hermit style."

Freckles! How could you write that poem!
Whilst I did all that human could,
You'd bungle loaf, you worthless calf—
You know you would!

I cooked the food, and cleaned the knife,
The while you sat around untroubled.
And though you led the "Single Life,"
My work was doubled.

Freckles! this is not a josh—
You've got a lot on this here guy—
Your verse is cleverer—and gosh!
How you can lie!

SUN SCULLY.

"Will you inform me where and how to get 'The Grim 13'?" writes O. S. "Should like to read some of those stories. May I look in The Tower for an answer?" Indeed you may, O. S. And the answer, we hope, will help others who ask us, by letter and telephone, similar questions. You go to—indeed as it may sound—a book-store. Then you tell the clerk the name of the book you want to buy. If this fails, give the case to a detective agency.

It was only an account of the convention, at Reading, of the Fraternal Patriotic Americans, but the Philadelphia Public Ledger's headline gave us a jolt.

"F. P. A. Convention Ends."

F. P. A.

U. S. Hails Coal Leak to Canada To Aid Northwest

Fuel for Great Lakes Region Diverted Across Border

May Cut Latin America

Government Plans to Shut Off Supplies Now Going to German-Owned Concerns

WASHINGTON, Sept. 14.—Coal shipments to Canada, as well as certain exports of food, hereafter will proceed only under special licenses issued by the Fuel Administration and the Export Administration Board.

In the case of coal, the action was taken because of the discovery that great quantities of fuel, supposed to be moving toward the Great Lakes region of the United States to prevent a possible famine this winter, actually were going into Canada, which already has a coal reserve. This leak was made possible by the former system of blanket license, which has now been superseded. It is intended merely to regulate the flow of fuel.

It is also reported that a threatened coal shortage in New England may be followed by shutting off the supply of certain German establishments in South America which are suspected of financing much German propaganda.

In the case of food the restriction of shipment to Canada and Newfoundland applies only to wheat, flour, butter and sugar, which may go through in small amounts. All large shipments must have the same form of license demanded for export to other countries. It is believed the order will ensure closer cooperation between the American and Canadian food administrations and conserve our supplies if shortages seem likely.

Half of Shipments in "Leak"

Dr. H. A. Garfield, fuel administrator, said: "With this supervision we will be able to equalize the distribution of coal, and see that the Northwest and Canada get their fair shares."

Coal has been moving toward lake ports in large quantities for some weeks under an order issued by Robert S. Lovett, government director of priority of transportation. The purpose of the order was to supply the Northwest with an abundance of coal before winter closes shipping on the lakes.

Complaints coming to Dr. Garfield that much of the coal was not reaching the Northwestern states prompted an investigation which revealed that in the period between August 24 and September 8 of a total of 1,755,812 tons of coal that reached lake ports, 530,973 tons went into Canada. This is far in excess of the proportion of Canadian shipments by lake boats in normal times. While Canada has been piling a reserve store of coal the Northwest is threatened with a shortage this winter which, it is feared, may force industries to close down.

New England Short of Fuel

In other parts of the country the situation, while not as serious as in the Northwest, is giving Dr. Garfield concern.

New England states which draw their coal supply from the West Virginia fields by water transportation from Hampton Roads have not thus far received as much coal as usual at this time of the year. Scarcity of coastwise shipping by the government has made more difficult the problem of supplying these states.

The coal situation in the United States may force curtailment of exports to other countries besides Canada. At present the government is considering seriously cutting off coal going to German-owned public utility concerns in South America.

If shipments to these concerns are stopped, it is declared, the South American governments will be forced to take over the utilities, which would put an end to large measure to the expenditure of their profits for pro-German propaganda.

Seventeen hundred employees of the White Dental Manufacturing Company, of Princess Bay, Staten Island, went on strike yesterday afternoon.

The company is the largest manufacturer of false teeth in the country. Not an employee remained except the office boys, it was said. The company has been working on government contracts for war work.

Pickets were posted last night to prevent strike breakers being smuggled in. The company applied for police protection for its buildings. Nearly half of those on strike are women. They demand an eight-hour day and a wage increase of 15 per cent. During the noon hour a woman and a man addressed them and immediately they were denied at once, and within an hour the officials were left with only the office boys and grinning arrays of false teeth for company.

Sing Sing Convicts Fight

"Big Bill" Green, on Rampage, Subdued by Keepers

OSSING, N. Y., Sept. 14.—"Big Bill" Green, notorious "bad man" Sing Sing, ran amuck to-day. He was cutting beef with a cleaver in the storeroom, when George McVetty, convicted of taxicab robberies in New York, roused his anger. Green started to pummel him. Robert McVetty, a brother of George, who is in prison for a hold-up in West Seventeenth Street two years ago, went to George's assistance. Green the cleaver and started after the two.

An alarm was sounded, and several unarmed keepers jumped on Green, overpowered him and placed him in solitary confinement.

Green has twice led breaks by prisoners. He was transferred to Dannemora, but was brought back by former Warden Thomas M. Osborne to reform him.

War Takes Boston Boats

The Yale, the Harvard, the Old Colony, the Massachusetts, the Bunker Hill and other passenger boats have been taken over by the Navy Department and converted into anti-submarine craft—Christian Science Monitor.

Holland Suffering From Coal Shortage

Many Industries Are Seriously Hampered; Others Have Closed

WASHINGTON, Sept. 14.—According to a dispatch from Paul L. Edwards, clerk to the American Commercial Attaché at The Hague, Holland has a serious coal shortage. Bakers in the cities of Holland are holding meetings with a view to concentrating their work in fewer bakeries to save fuel. The work of thirty-two Haarlem bakers is to be done by eleven, and that of eight Leiden bakers, by four.

The director of the Royal Coal Distribution Bureau has directed all direct railway companies to reduce their coal consumption for the generation of electricity to 75 per cent of their July figures. Several steam tram lines also have been directed to reduce their schedule considerably and one has been required to suspend operations.

A wool weaving and dyeing establishment at Hengelo, textile works at Amstel and Knibbe, and a factory at Stratum, carpet mills at Hilversum, and a syrup factory in the province of Groningen have been or are about to be closed down for lack of fuel. At Hilversum the mill operatives are to be kept on the payroll, with wages reduced 30 per cent, and part of the wages will be paid by the municipality.

"Countess" Saves Car From Sheriff

Leads Police With Attachment Thrilling Chase, Then Says She Sold It

Captain John Lanyon, of the Lanyon Detective Agency, who is suing Mrs. Lillian Suarez Sackey for \$1,000, which he asserts is due him for services and expenses incurred in recovering about \$100,000 for her from her husband, "Count" Arbert Sackey, now in Ludlow Street jail, set yesterday with Deputy Sheriffs Winters and Hochstadt to attach her automobile.

He had learned that Mrs. Sackey was to call on a friend in West 116th Street, and thither he drove his own high-powered car bearing the agents of the law. But Mrs. Sackey saw him first as she rode down Riverside Drive with two women friends, and she whispered something to the chauffeur.

Instead of turning into 116th Street, her car shot down the drive at a speed that gave traffic policemen a crick in the neck. Lanyon lost no time in getting his machine under way and a two-mile race started.

Into Seventy-second Street the two machines turned at high speed and were racing neck and neck when Central Park was reached. There Mrs. Sackey stopped and Lanyon divulged the purpose of his errand.

"I'm so sorry to have given you so much trouble," said Mrs. Sackey sweetly, "but this car does not belong to me. I sold it a week ago. Here's the purchaser."

She handed him a card bearing the name "Herbert F. Dawson, City Club."

An attachment suit was served on C. H. Jordan & Co., lunger merchants, a corporation in which "Count" Sackey invested some of his wife's money. The corporation notified the Sheriff it had no funds belonging to Mrs. Sackey. It was explained she owned 80 per cent of the company's stock, with a par value of \$40,000, held a note for \$12,000 made by the corporation and was receiving a salary of \$100 a week without performing any act in action brought by her to recover more than \$32,000.

Urges More Funds For U. S. Aviation

Aero Club of America Sends Committee to Washington for Conferences

WASHINGTON, Sept. 14.—The committee of the Aero Club of America, including Messrs. Alan R. Hawley, Congressman Murray Hulbert, of New York; Henry Woodhouse, William D. Bell, and Sewell D. Andrews, director of the Aero Club of Minnesota, arrived in Washington yesterday, called on leading Congressmen to submit evidence that there are needed additional appropriations for aeronautics.

They also conferred with aeronautical authorities of the Allies' communication regarding plans to solve the difficult problem of delivering aeroplanes to France by flying them across the Atlantic. They have been invited to make flights by Major R. Peretti, the head of the Italian mission for aeronautics.

Atterbury Directs Shipping in France

War Department Makes Him Head of Transportation for the Army

WASHINGTON, Sept. 14.—Appointment of W. W. Atterbury, vice-president of the Pennsylvania Railroad, as director general of transportation of the United States expeditionary force in France was announced to-night by the War Department.

Mr. Atterbury already is in France and in active charge of all railways, docks and highways under General Pershing. In addition to directing operations there, he will cooperate with the army's director general of railway transportation in this country in securing transportation of equipment of all kinds and in the organization of units of railroad men needed in France.

Transportation behind the lines is the greatest of all problems for the modern army, and the government purposes to give General Pershing the most complete system that money and brains can provide. Mr. Atterbury will have as his assistants many Americans well known in the railroad world.

LIKE A RUSSIAN GIRL SOLDIER



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Neilson New Head Of Smith College

Professor of English at Harvard to Succeed

Dr. Burton

NORTHAMPTON, Mass., Sept. 14.—William Allan Neilson, professor of English at Harvard University, was elected to the presidency of Smith College at a meeting of the trustees to-day.

He will succeed Dr. Marion Le Roy Burton, resigned.

Professor Neilson was born in the village of Dunfermline, Scotland, the son of a schoolmaster. He came to America soon after he was graduated from the University of Edinburgh, and after attending the graduate school at Harvard, specialized in the teaching of English, soon becoming one of the foremost instructors and lecturers.

At various times he has been connected with Upper Canada College, Toronto, with Bryn Mawr and Columbia University. Since 1906 he has been professor of English at Harvard, where he has been actively interested in undergraduate affairs, particularly in the various college publications.

In 1914-15 he was exchange professor at the University of Paris and received the medal of that university in recognition of his services to it in that time.

Professor Neilson has been president of the New England Association of Teachers of English, vice-president of the American Folk Lore Society and of the Modern Language Association of America, and is a fellow in the American Academy of Arts and Sciences.

Dr. Burton, whom he succeeds, resigned early in the year to become president of the University of Minnesota.

World Famous Yacht May Carry Freight

The America, Winner of English Cup, Is Offered for Sale

BOSTON, Sept. 14.—Just as many a famous blue ribbon winner of the turf has ended his days as a local hero of a huckster's wagon, the schooner-yacht America, tied up to a local wharf for more than twenty years, now seems doomed to end her days as a cargo carrier.

The ancient craft has been towed to a Quincey yard for the inspection of two prospective customers. One, a yachtman, would preserve her as a relic. The other, more utilitarian, wishes to make her a cargo boat.

Paul Butler, of Lowell, owner of the America, has heretofore refused to sell the boat, although he has had numerous offers. It was learned several days ago that the America was for sale.

The America is easily the most famous yacht in the world, and was the first to humble the pride of England in racing matters when she won the Royal Yacht Squadron's trophy in a race around the world in 1881.

Against eight of the fastest schooner-yachts in England. At the finish she was eight miles ahead of the nearest boat, and Queen Victoria asked: "Who is second?" The reply was: "There is no second."

The America was built on the lines of a New York pilot boat in the yards of W. H. Brown, at the foot of East 56th Street, New York City. George Stearns made the model under Mr. Brown's direction.

The America was purchased by General Benjamin F. Butler after the Civil War, and has been in possession of the Butler family ever since.

British Halt Pork Imports

Government Control Seen Back of Order of August 29

A proclamation has been issued prohibiting importation from August 29 of bacon, butter, lard, and other neutral lard. Prohibition does not apply to goods imported under license.

This means government control of commodities named in same manner as the United States has taken. It is a retail butchers who will distribute goods imported at fixed prices. One buying agency has been established in the United States through which the Food Ministry will effect purchases. As the seller, the United States has bought the Canadian place on Gympy Hill. The place is known also as "The Bellevue." Cornelius G. Klotz negotiated the sale. Obelin College was the seller. The property embraces about thirty-eight acres. It was once the American home of the Cunard family, founders of the Cunard line of steamships.

War Education Week For State Sept. 17-22

ALBANY, Sept. 14.—During the week of September 17-22 a campaign of education on the issues of the war will be conducted throughout the state, according to an announcement to-day by Governor Whitman. Meetings will be held in every county under the direction of the Home Defense Committee, with the approval and aid of the State Defense Council.

"At these meetings," said Governor Whitman, "economic and military leagues of the nation will be represented by speakers officially representing the National Red Cross, the Liberty Loan Committee and other branches of our state and national patriotic bodies. Distinguished speakers of other states have contributed their services in this campaign."

Lutheran Church Seminary Will Move to Staten Island

Wagner College, for the education of ministers for the Lutheran Church, is to transfer its seminary from Rochester, N. Y., to Staten Island, N. Y. The building on the island is known as "The Bellevue." Cornelius G. Klotz negotiated the sale. Obelin College was the seller. The property embraces about thirty-eight acres. It was once the American home of the Cunard family, founders of the Cunard line of steamships.

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60,000 at Song Fete Honoring 71st Regiment

Mayor Tells Soldiers They Are Entering Greatest Service of Lives

The second and last Song and Light Festival, conducted by the Community Chorus, was held in Central Park last night. Fully 60,000 persons lined the shores of the lake near Seventy-second Street and joined in the singing.

The 71st Regiment was the guest of honor of the night. At the conclusion of the song festival Mayor Mitchell made a short address to the men of the regiment, in which he told them that they were about to set out on the performance of a citizen's greatest service to his country, and that the same Community Chorus and the same greater crowd would be on hand to welcome them on their return.

"The singing I have just heard—I mean the 'Marseillaise' and the hymn of Russia—represents the impulses of the people," the Mayor said. "These two national anthems represent an enthusiasm that could only have come from the soul of a people who are free and who understand the new democracy of the world. When the chorus rose in the national air of victorious Italy, which to-day has reached the highest pinnacles of achievement, there were more than an inspiration in its music; the French Revolution was perfected under the 'Marseillaise,' and these new hymns which have just been sung represent a combination of a force which are destined to crush Kaiserism and Prussianism."

A feature of last night's festival was the singing of the hymn by Director Harry Barnhart of the chorus, who directed from a float, anchored some distance out in the lake. He used an electric baton to guide the singers.

Vincent and Hall Get Liberty Motor Credit

They Were Locked in Room to Design New U. S. Aircraft Engine

WASHINGTON, Sept. 14.—The two men who deserve the greatest credit for developing the Liberty Motor, it is said at the White House, are Vincent and E. J. Hall, American engineers.

While they plotted much, during the later stages of the motor's development, from the advice of such engineers as S. D. Waldron and E. A. Deeds, who received credit in The Tribune Thursday, and Howard Coffin, it was, as a matter of fact, Vincent and Hall who were virtually locked in a hotel room here with instructions to bring out plans for a motor.

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